



DEPARTMENT OF GENERAL SERVICES

Isiah Leggett
County Executive

David E. Dise
Director

August 1, 2013

To: Isiah Leggett, County Executive
Nancy Navarro, Council President

From: David Dise, Director *DS*

Subject: Progress Update – Remediation of Defects at Silver Spring Transit Center

Provided below is a progress update following today's meeting of the Cooperative Remediation Working Group (CRWG) for remediation of defects at the Silver Spring Transit Center (SSTC). Progress of the remediation effort is presented by key area.

General

- At the Council briefing of July 23, 2013 WMATA representatives indicated that certain outstanding issues still required resolution. At today's CRWG meeting a list of 35 items was identified based on the March 15, 2013 KCE report. KCE is preparing written responses to each item, many of which are already addressed in the March 15th report. This document will represent a formal response indicating all items addressed and those items yet outstanding, if any. The report will be transmitted to WMATA next week.
- KCE is performing an assessment of O&M costs as they relate to the remediated facility. This will be compared with the O&M cost anticipated by WMATA in its original 2004 estimate. WMATA is interested in identifying any additional costs related to maintaining the remediated facility.

Schedule

- While still in review and negotiation, the project schedule indicates a possible completion of the remediation work by the end of 2013. Factors that could impact that schedule include expedited review of the remediation plan by all stakeholders, including WMATA, performing as much work concurrently as possible, and favorable weather conditions as the anticipated overlay method must be applied in temperatures above 40°.
- Final completion includes Department of Permitting Services (DPS) final inspection, commissioning of major systems, punch list closeout, and final WMATA acceptance.

Pour Strip Repairs

- Foulger Pratt has mobilized subcontractors and has poured the test patch on the Level 350 west pour strip in preparation for a pull test of the top surface repairs. The pull test will take place the week of August 5th. KCE and PB are both providing expedited 3-day submittal approvals on ALL submittals for the remediation work.

- Beam submittals are under review. The actual formwork and pouring of the mock-up beams will be done the week of August 12th.

Surface Overlay on Decks

- The CRWG conducted a conference call with the Virginia Department of Transportation (VDOT). VDOT has 28 years of experience with both overlays proposed for this remediation and is the leading state in the US for application of overlays. Among other details CRWG was told the Latex Modified Concrete Overlay has a replacement life of 25 years or more and the Thin Polymer Overlay has a replacement life of 15 years or more.
- Final selection of the overlay method, Latex Modified Concrete or Thin Polymer Overlay, depends on factors such as; which method is best suited to address areas where concrete has the lowest coverage over reinforcing as identified by the Ground Penetrating Radar (GPR) survey, and which method best addresses concrete cracking. The final overlay thickness will be based on the Contract Document requirements as originally permitted by DPS.
- Repairs to all cracks on the Level 330 and 350 decks will precede all overlay applications. Crack sealing will use the same epoxy materials that have been approved for use on the project.
- The surface overlay method will be selected at the CRWG meeting of August 15th. After that, plans will be finalized and submitted to DPS for permit approval.

Column Repairs

- KCE has completed the summary of findings by its fire protection specialist, stating that all columns meet the design and permit basis for Class 1A fire protection for the SSTC.
- KCE and its fire protection specialist will meet with PB next week to resolve any remaining fire protection issues.

Beam and Girder Repairs

- KCE and PB continue to coordinate the results of their analyses for the beams and girders to obtain consensus on as-built strength (in shear and torsion) of all the beams and girders. Results of that joint exercise are expected to be presented to the CRWG at its meeting of August 15, 2013.
- The usefulness and value derived from the Slot Stress Test requested by WMATA has been determined by the structural engineering experts on the CRWG to be of no value to the project. A technical review was presented to CRWG, including WMATA staff, at today's meeting, with no follow up comment. There is no plan to conduct the Slot Stress Test.

cc: Roger Berliner, Chair, T&E Committee
Valerie Ervin, District 5 Councilmember
Tim Firestine, Chief Administrative Officer